

# BookletChart<sup>TM</sup>

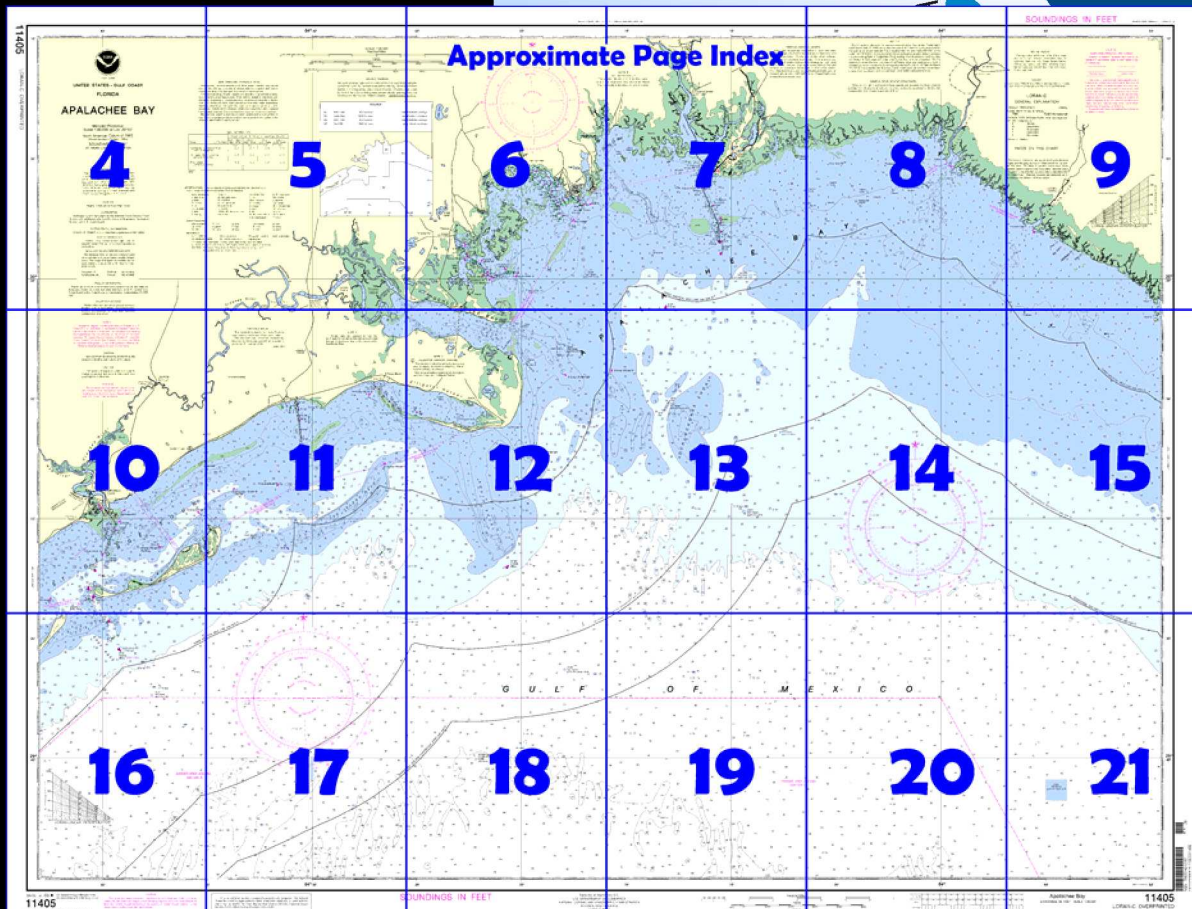
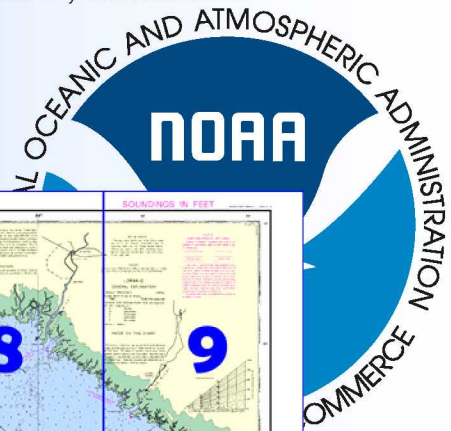
## Apalachee Bay

(NOAA Chart 11405)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

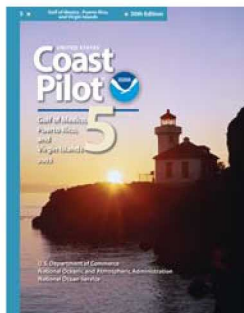
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 5, Chapter 6 excerpts]**

(14) **Apalachee Bay.** Depths range from 6 to 20 feet with numerous shoals and rocks, some bare at low water.

(16) **Danger zone** – An Air Force rocket-firing range has been established in the Gulf S of Apalachee Bay.

(17) **Econfina River** is shallow and navigable by boats drawing 2 feet at half tide or better; lesser depths may be found during periods of offshore winds. A private light marks the E side of the entrance. The river

channel is rocky and should be used only with local knowledge.

**Econfina Landing** has facilities for small craft. Gasoline, water, ice, a launching ramp, and limited berthage are available.

(18) **Aucilla River.** The approach for a distance of 3 miles is a narrow winding channel that is difficult for strangers. A private light on **Gamble Point** marks the entrance. The river above the mouth is poorly marked,

fast-flowing, and with depths of over 5 feet. By giving the bends in the river a good berth, and by avoiding the rocks in the channel that are discernible by ripples, boats drawing 4 feet will have little difficulty. Local knowledge is advised.

(33) A beach resort is at **Shell Point**. A marina is in a privately dredged basin on the point. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. There is a concrete launching ramp. Depths of 5 feet were in the privately marked entrance channel and 5 to 10 feet in the basin. **Shell Point Light** (30°02'24"N., 84°17'30"W.), 17 feet above the water and shown from a pile with a green and white diamond-shaped daymark, marks the approach. Private sailboat mooring facilities are in a basin just N of the marina.

(34) **Spring Creek** is entered through a narrow, winding, and privately marked channel that leads between oyster bars to a small marina on the E side of the creek, 0.5 mile above the entrance. Local knowledge is advised. Berths, gasoline, marine supplies, and engine repairs are available at the marina.

(35) **Panacea Harbor.** A dredged channel leads from Apalachee Bay to the public wharf at Panacea. The depth was 2.7 feet (5.3 feet at midchannel) to the public wharf. The channel is marked by lights and daybeacons. Gasoline and supplies can be obtained in town.

(36) **Ochlockonee Bay.** The approach from Apalachee Bay is obstructed by shoals, which shift from time to time. The S half of the mouth is closed entirely by oyster bars. The entrance is between **Ochlockonee Point** on the N and **Bald Point** on the S. **Ochlockonee Bay Light OB** (29°56'00"N., 84°18'00"W.), 16 feet above the water and shown from a dolphin with a green square daymark, about 3 miles SE of Ochlockonee Point, marks the approach to the bay.

(37) A narrow channel marked by private markers leads into the bay. Craft drawing 6 feet experienced no trouble going to the facilities 1.5 miles above the bridge.

(38) U.S. Route 98 bridge has a clearance of 35 feet. A launching ramp is at the S end of the bridge.

(39) 1.5 miles W of the bridge on the N bank, there is a marina in a basin. The depth was 6 feet in the channel from the bay and in the basin. The channel is marked by private daybeacons. Berths, gasoline, water, ice, marine supplies, and storage are available. There is a concrete launching ramp.

(40) With local knowledge, a depth of 4 feet can be carried through **Buckhorn Creek** into **Sopchoppy River** to the highway bridge 7 miles from the bay. The bridge has a clearance of 6 feet. The creek is little used.

(41) **Ochlockonee River.** A depth of 5 feet, with local knowledge, can be found for 29 miles. U.S. Route 319 bridge 6 miles above the mouth has a clearance of 10 feet. The river is little used. 8 miles above the mouth, piling of a former railroad bridge is a hazard in the river. A launching ramp is available at a State park on the N side of the river, 4.5 miles above the mouth.

(42) **Crooked River** is completely blocked by trees and growth 10 miles above the E mouth.

(43) **Ochlockonee Shoal** has depths of 3 to 17 feet. Although the shoal is separated from St. James Island by lanes of moderate depths, there is no safe passage between the shoal and the island except for small craft. A lighted bell buoy is SE of the shoal.

(45) **St. George Sound** and **Apalachicola Bay** are shallow with numerous oyster reefs and shoals dangerous to navigation. East Pass, West Pass, and Government Cut are the principal entrances to the sound and the bay from the Gulf, and thence into the towns of Carrabelle and Apalachicola.

(48) **South Shoal** extends S from the E end of St. James Island for 6 miles. The sea breaks on portions of the shoal even in good weather. A lighted bell buoy marks the S end of the shoal.


(49) **Duer Channel** unmarked and subject to changes, is used occasionally by light-draft vessels with local knowledge, but is difficult for strangers.

# Table of Selected Chart Notes

Corrected through NM Jun 14/03  
Corrected through LNM May 27/03

**HEIGHTS**  
Heights in feet above Mean High Water.

**Mercator Projection**  
**Scale 1:80,000 at Lat. 29°53'**  
**North American Datum of 1983**  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**  
**AT MEAN LOWER LOW WATER**

**NOTE D**   
**ALLIGATOR HARBOR CHANNEL**  
The channel, marked by privately maintained aids, is subject to extensive shoaling. Use of local knowledge is advised.  
Numerous unmarked submerged steel pipes have been reported in Alligator Harbor.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.744" northward and 0.368" eastward to agree with this chart.


**NOTE C**  
Private aids are reported to mark the south and main entrance channels and a channel through Ochlockonee Bay to the mouth of the Sopchoppy River.

**RACING BUOYS**  
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

**NOTE B**  
**ST. MARKS RIVER**  
The project depth is 12 ft to the upper end of the improved channel at St. Marks. For controlling depths use chart 11406.

**NOAA VHF-FM WEATHER BROADCASTS**  
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.  

Eastpoint, FL	WWF-86	162.50 MHz
Tallahassee, FL	KIH-24	162.40 MHz

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.


**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, and 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, AL. Refer to charted regulation section numbers.

**PRINT-ON-DEMAND CHARTS**  
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**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: 

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 5 for important supplemental information.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.  
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**NOTE X**  
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**MINERAL DEVELOPMENT STRUCTURES**  
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Carrabelle, Carrabelle River	(29°51'N/84°40'W)	2.6	2.4	0.8	-2.0
St. Marks River Entrance	(30°05'N/84°11'W)	3.5	3.2	0.7	-4.0
Rock Island	(29°58'N/83°50'W)	3.3	3.0	0.6	-3.0

(402)



UNITED STATES - GULF COAST  
FLORIDA

# APALACHEE BAY

Mercator Projection  
Scale 1:80,000 at Lat. 29°53'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## HORIZONTAL DATUM

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## HIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

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(402)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

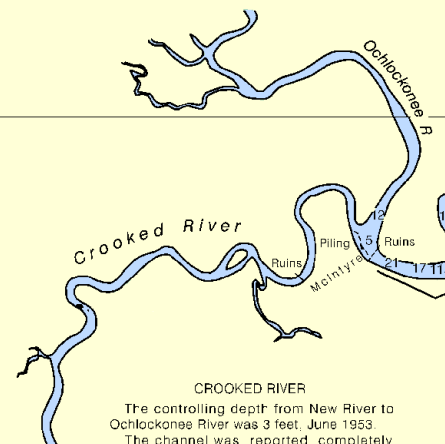
AERO aeronautical	G green	Mo moose code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphano	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Dn radiobeacon	Y yellow

## Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gs grass	M mud	S sand	Sh sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: ---			



Joins page 10

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







# 6

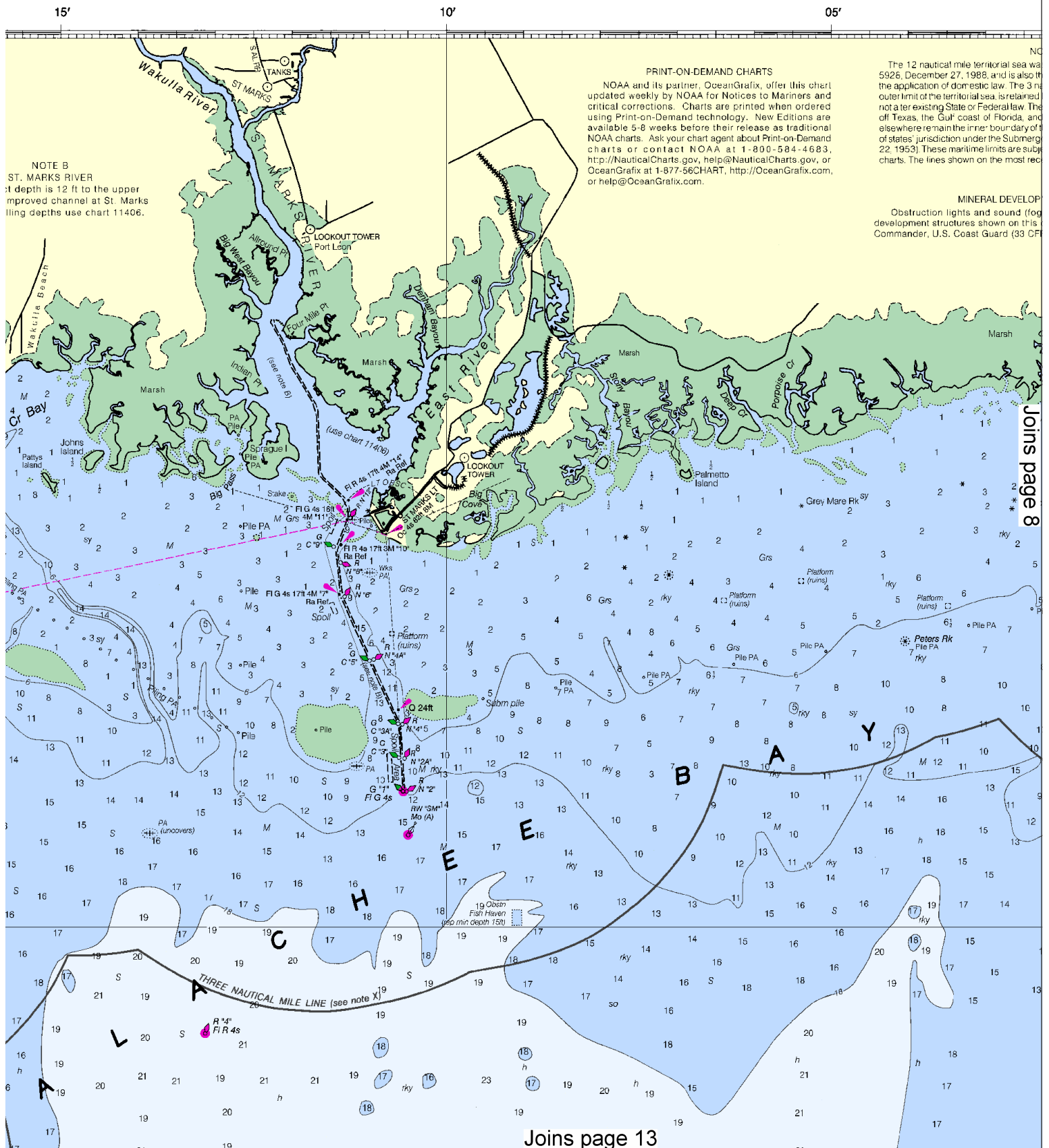


Printed at reduced scale.

~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.





10'

05'

## NOTE X

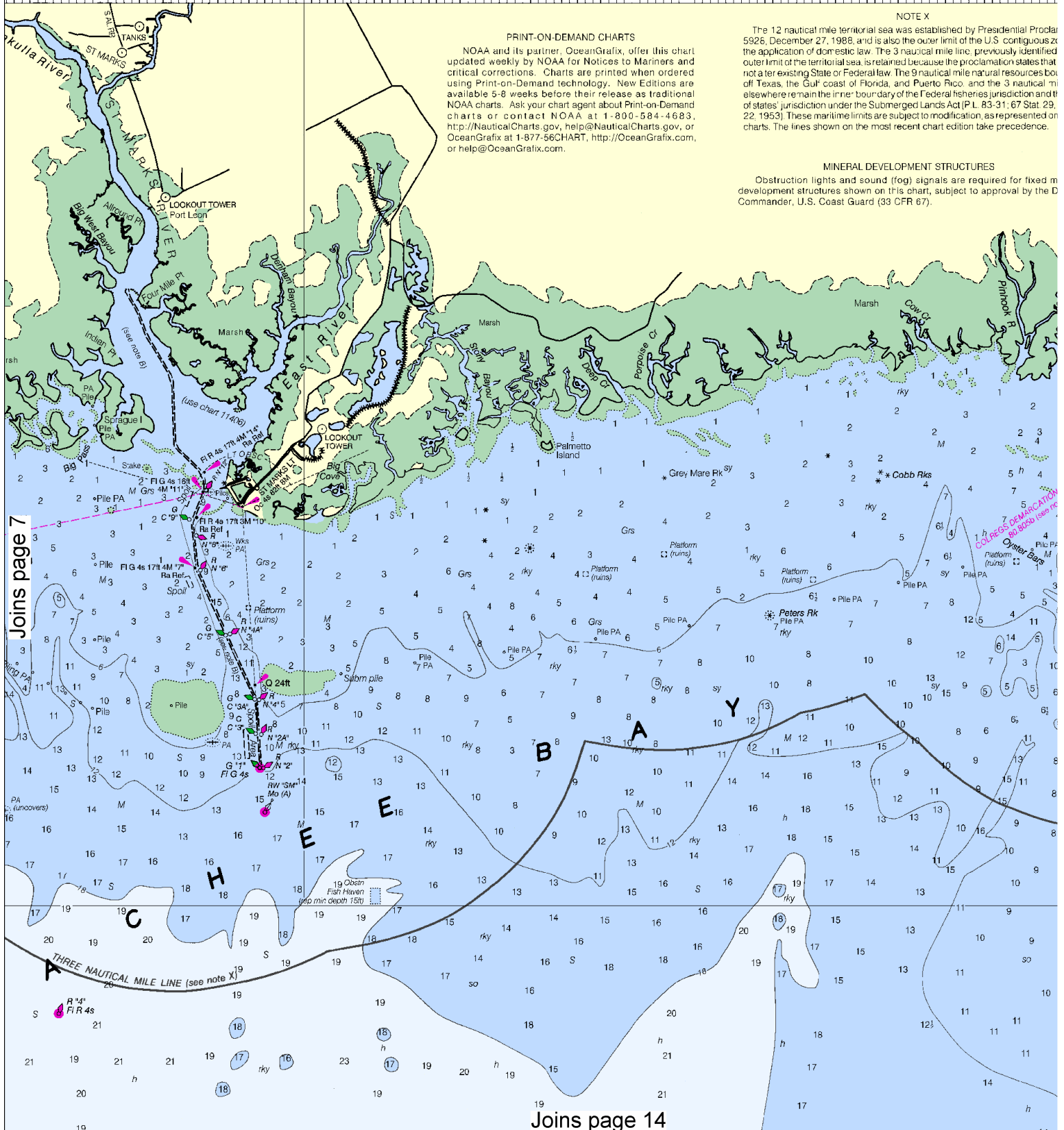
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Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

North





Nautical Chart Catalog No. 1, Panels P, Q



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## CAUTION

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## CAUTION

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## WARNING

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## CROOKED RIVER

The controlling depth from New River to Ochlockonee River was 3 feet, June 1953. The channel was reported completely blocked by trees and growth at a point in 29°54'30" N., 84°36'00" W. June 1961

55'

50'

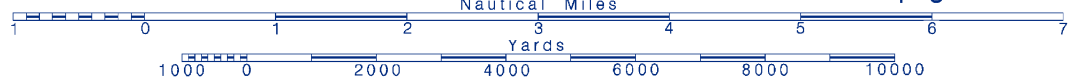
JOINS CHART 11401

Joins page 16

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

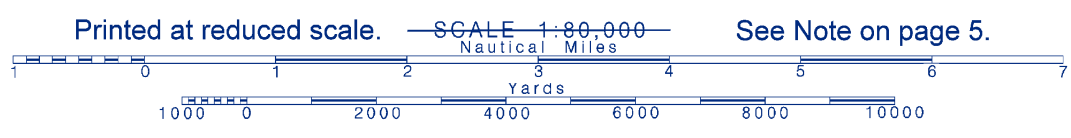
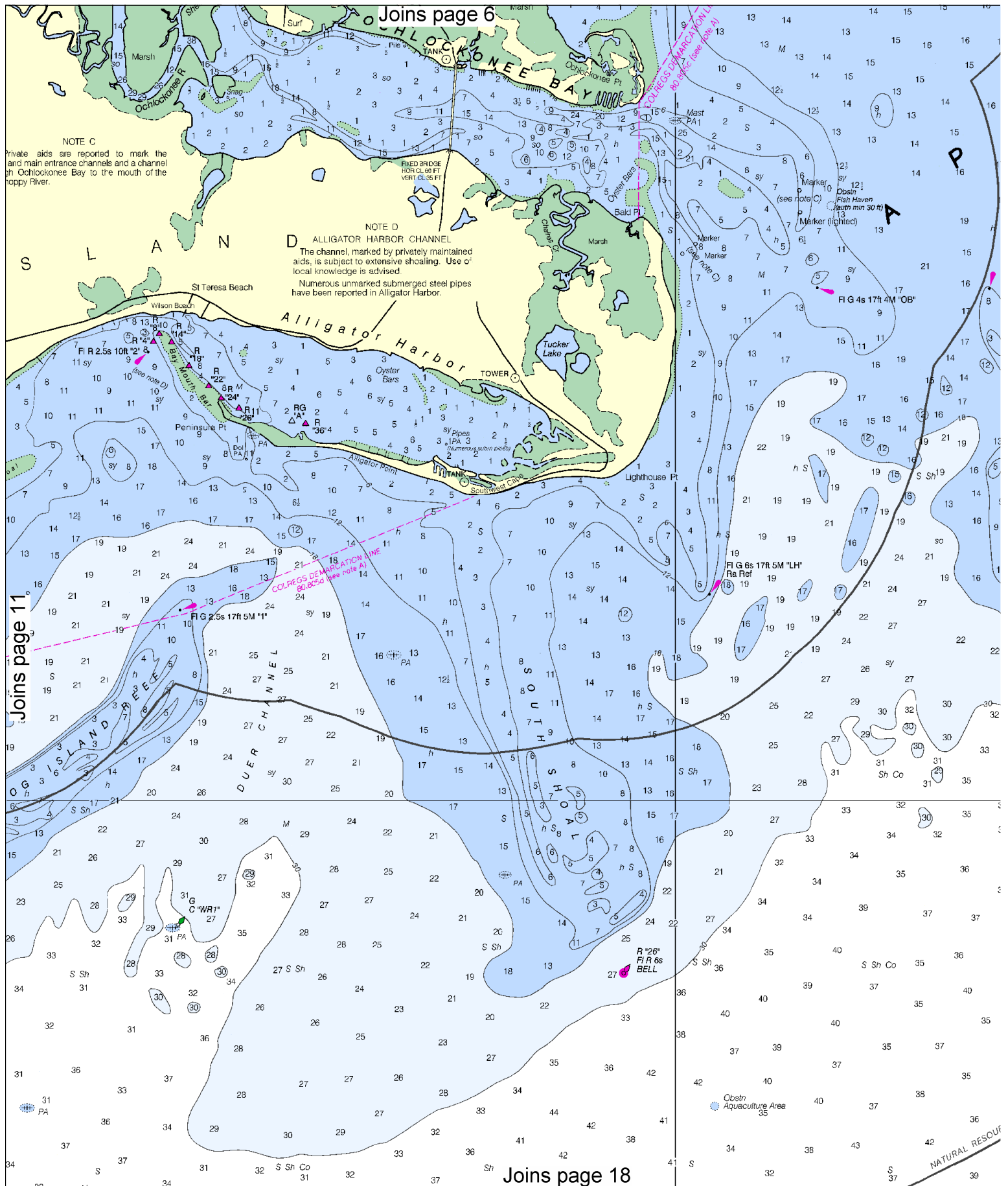


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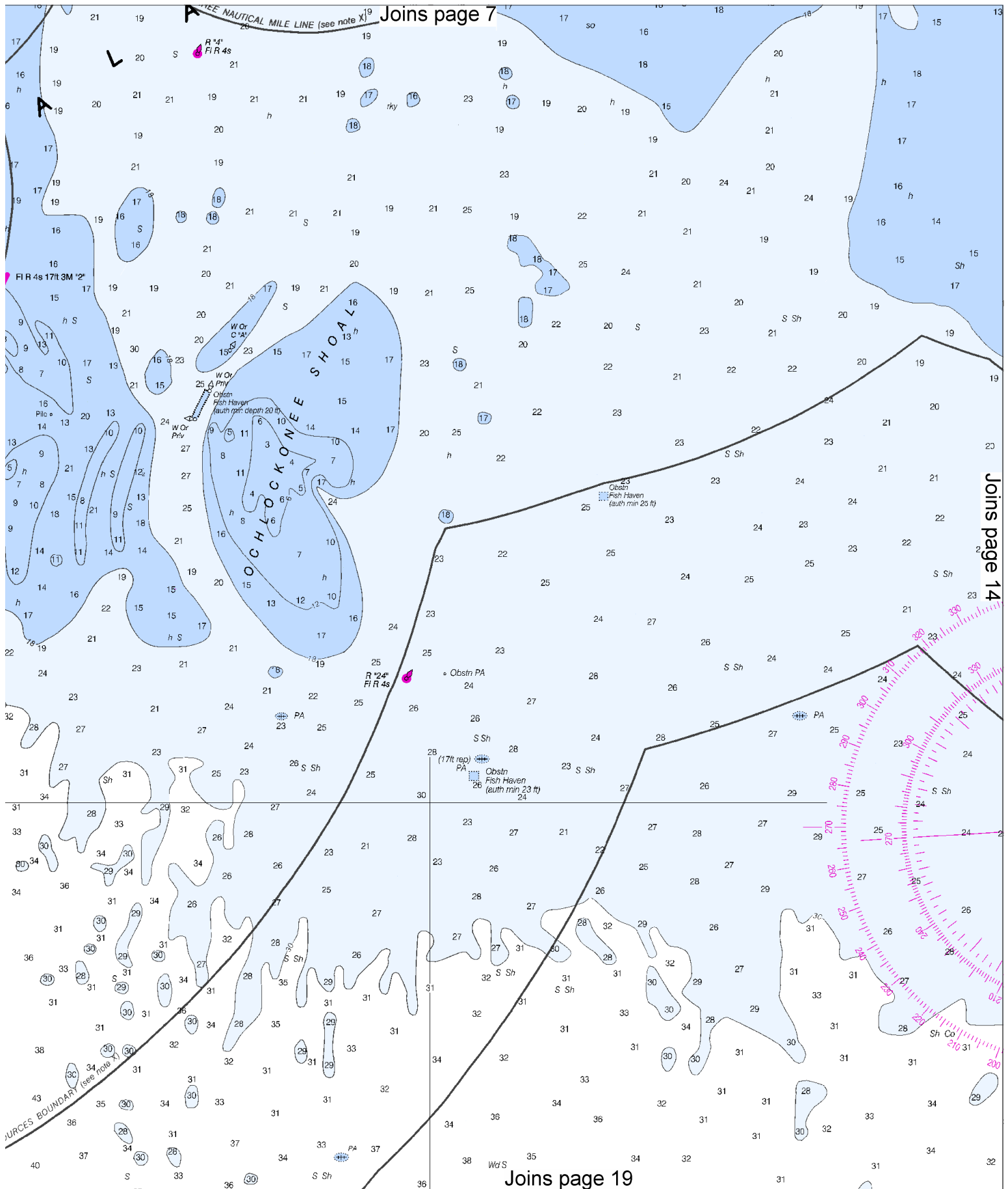
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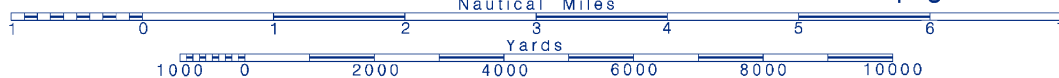




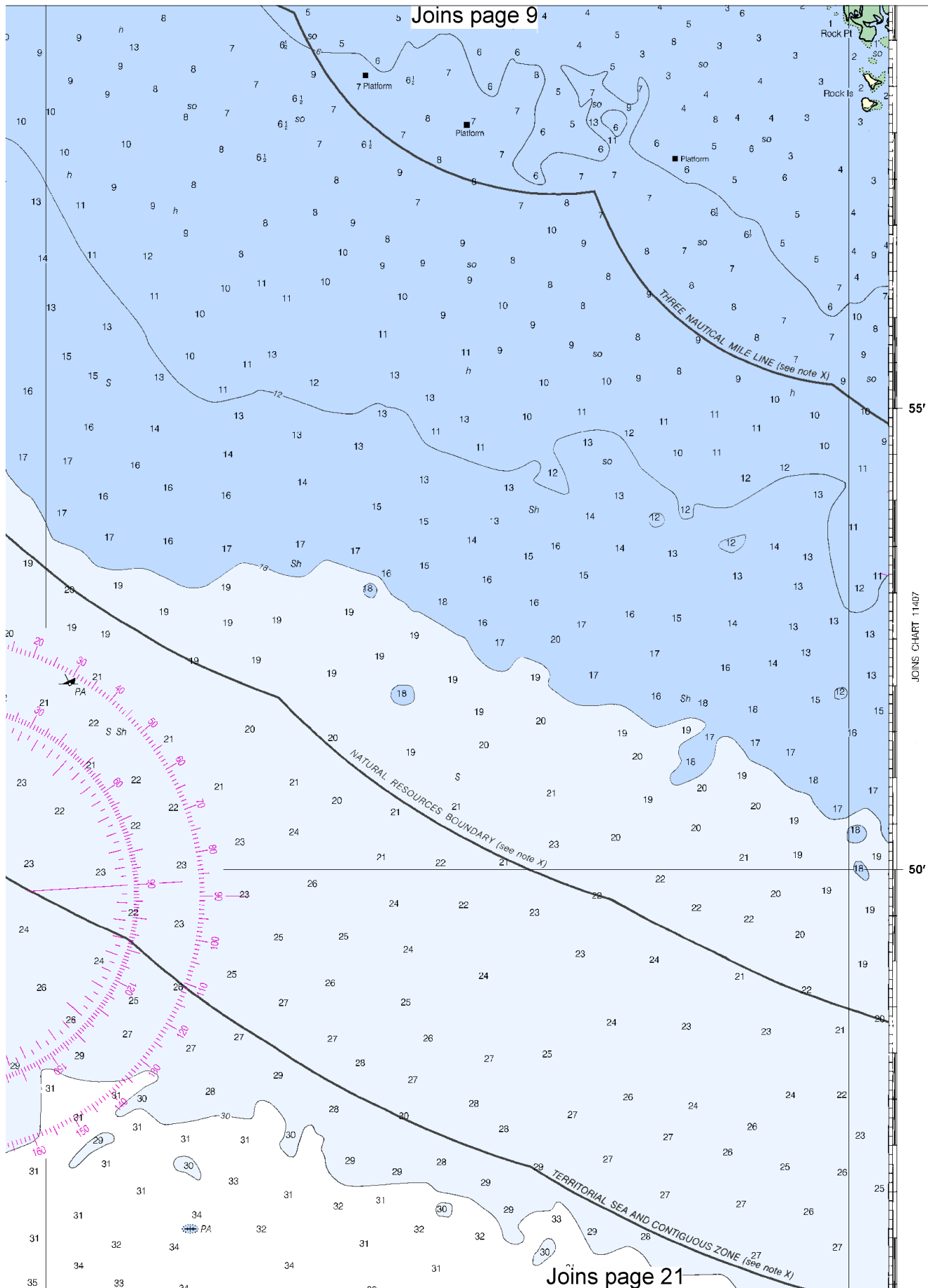


See Note on page 5.

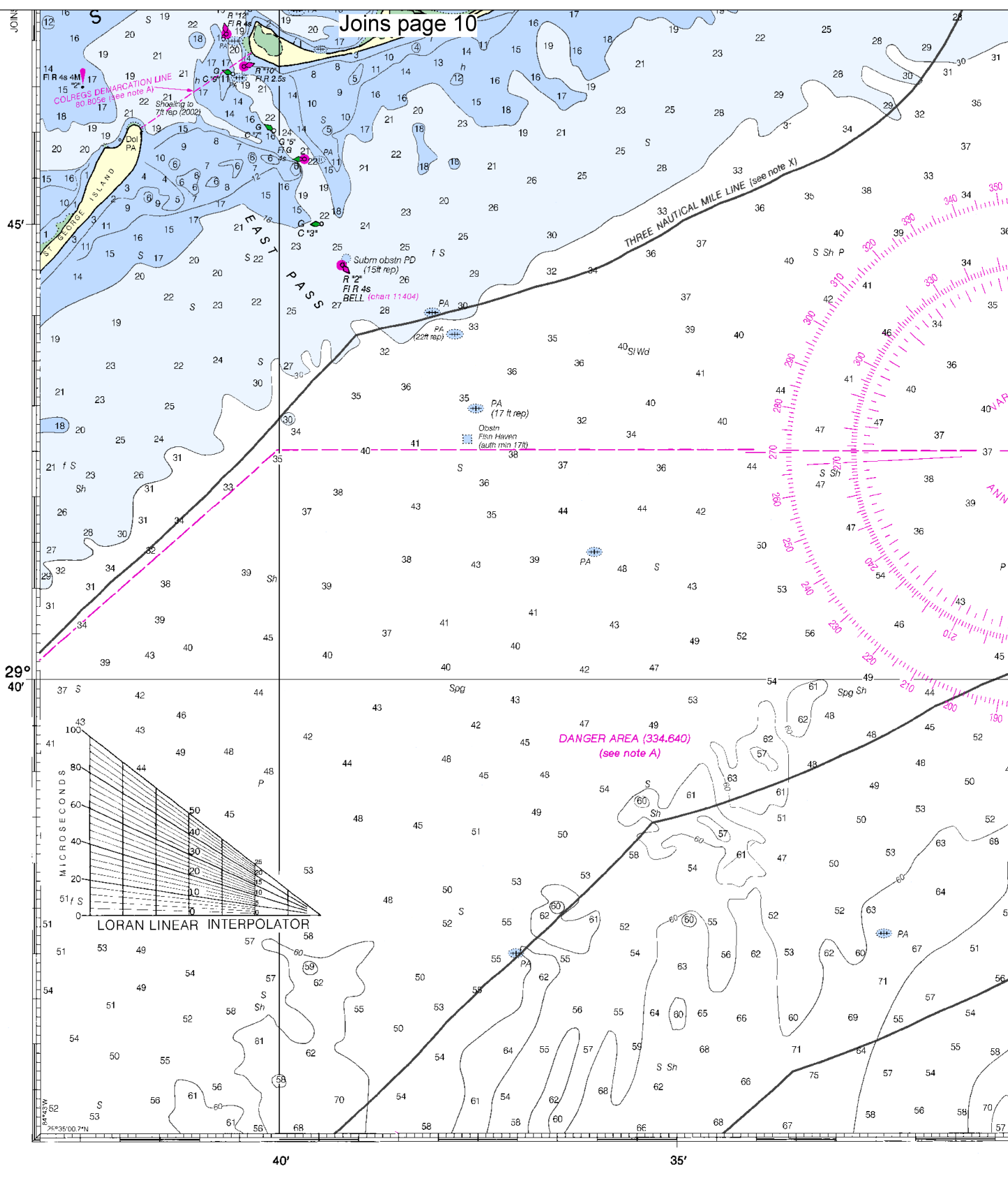








Joins page 10



29th Ed., Jun / 03 ■ Corrected through NM Jun 14/03  
Corrected through LNM May 27/03

**11405**

LORAN-C OVERPRINTED

CAUTION

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**16**



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



[illegible]

NATIONAL



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Obstn Aquaculture Area

NATURAL RESERVE

Obstn Fish Haven (auth min depth 30 ft)

PA

G U L F

TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)

TOWER (lighted) 100M 5M K' HORN (Air Force)

PA

25'

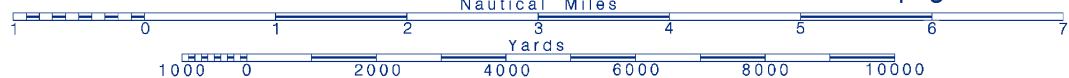
20'

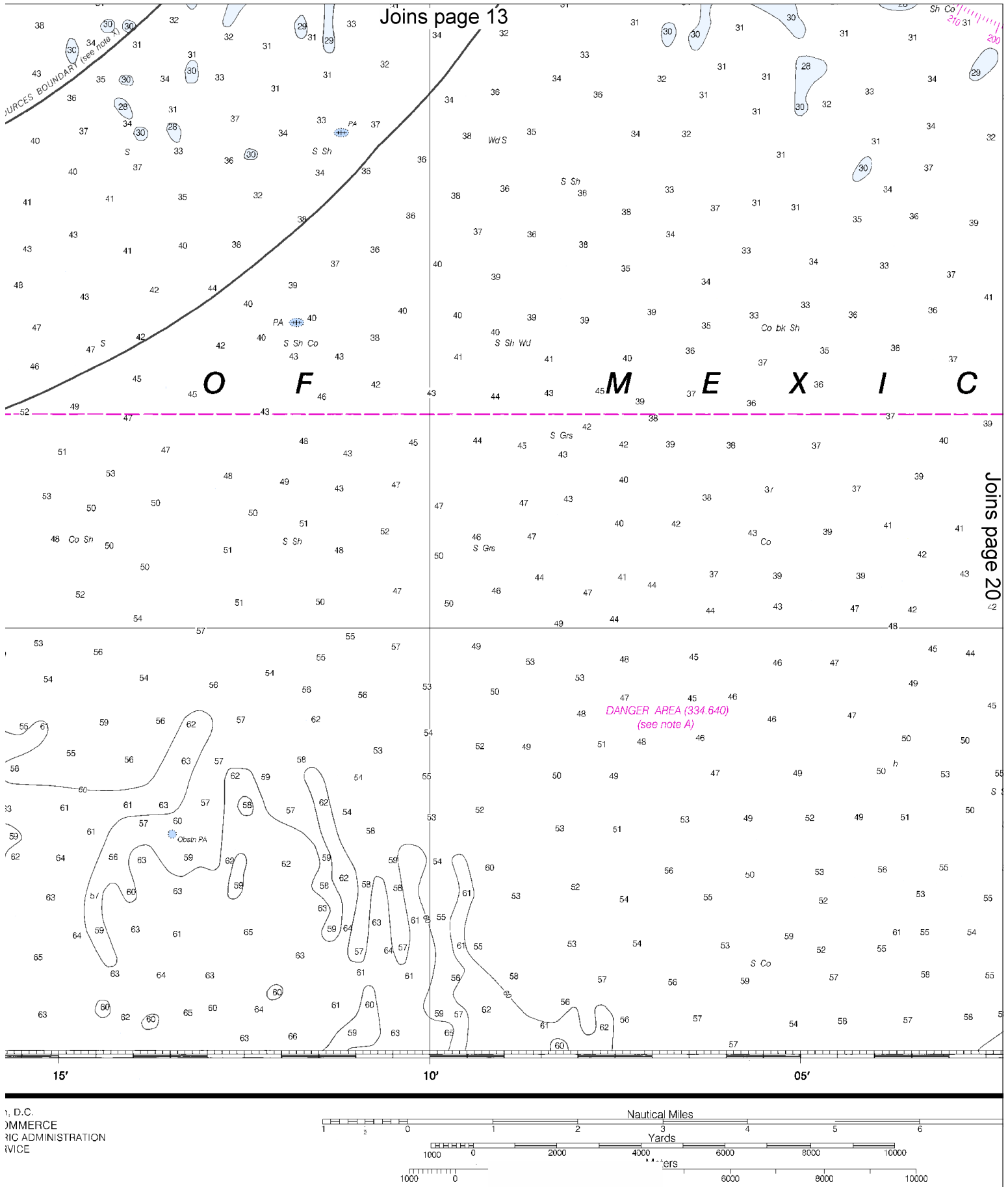
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

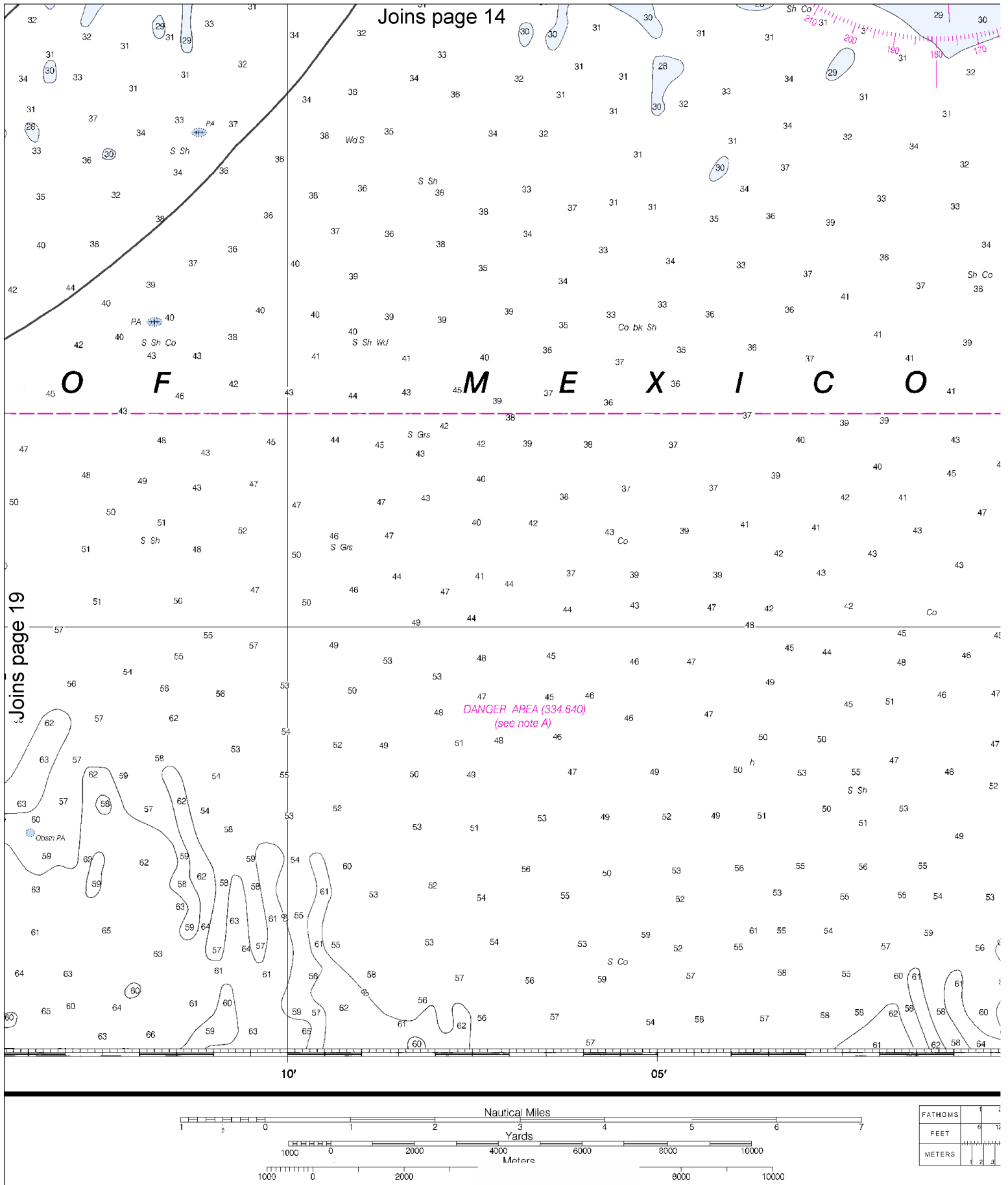


~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.



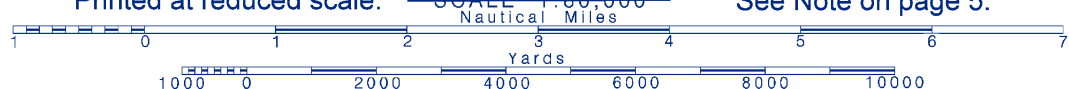




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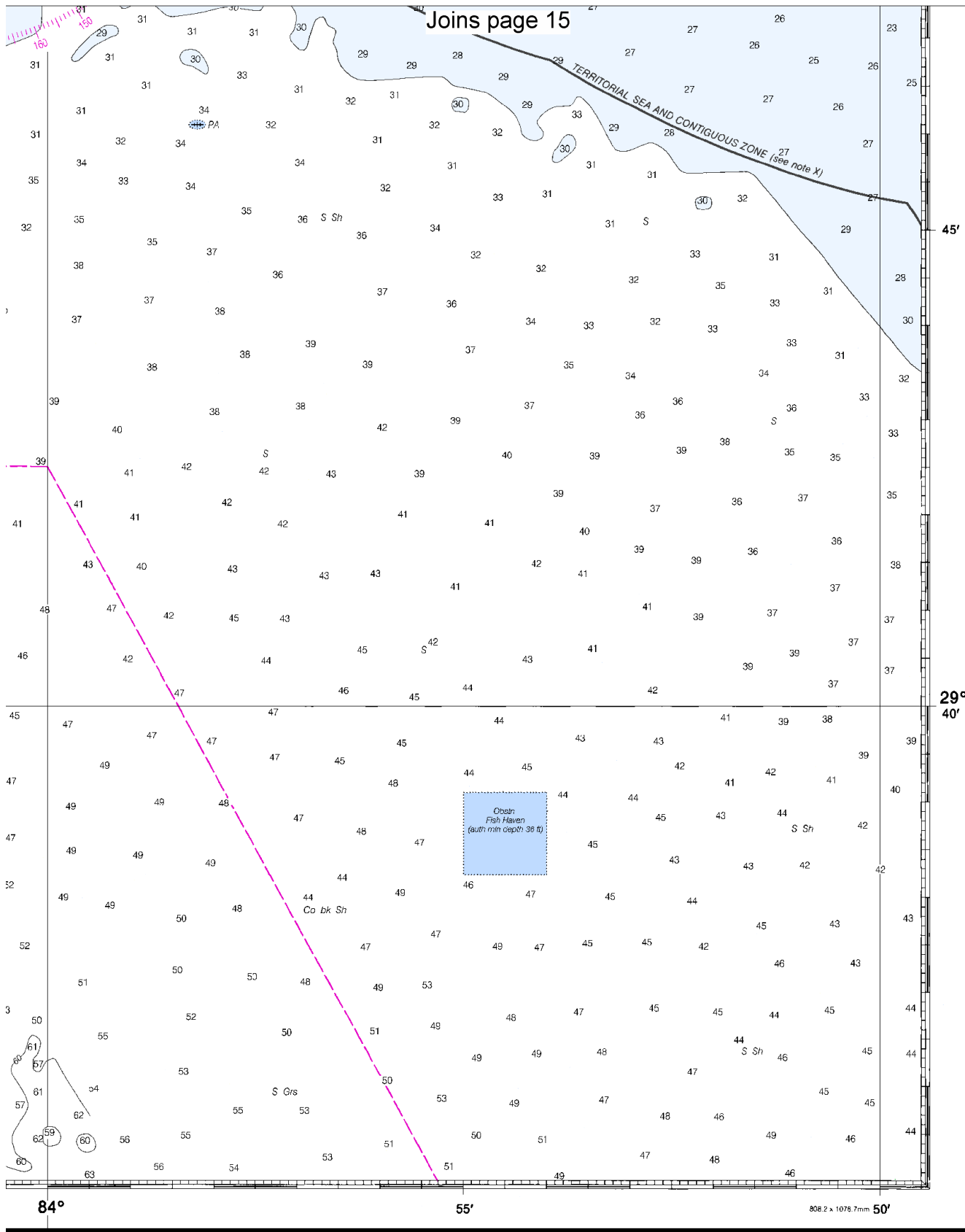
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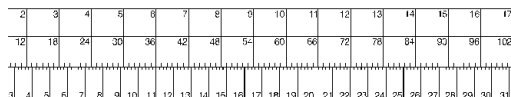
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ED NO. 29



NSN 7642014010187  
NIMA REFERENCE NO. 11BC011405



Apalachee Bay  
SOUNDINGS IN FEET - SCALE 1:80,000

**11405**  
LORAN-C OVERPRINTED

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group Mobile** – 251-441-6211

**Coast Guard Panama City** – 850-234-2475

**Coast Guard Yankeetown** – 352-447-6900

**FL Fish and Wildlife Conservation Comm** – 888-404-3922

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).